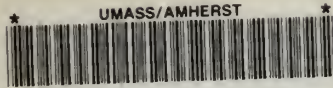


MASS. TC40-2:N42

The New
Orange Line
Opening
May 4, 1987



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GOVERNMENT DOCUMENTS
COLLECTION

AUG 20 1987

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*Tour of Ruggles Street Station
prior to signing the Parcel 18-plus
agreement on July 31, 1985*



The MBTA Is On The Move

The Massachusetts Bay Transportation Authority, the nation's oldest subway system, is rapidly becoming one of the newest. Nowhere is the transition more apparent than along the Southwest Corridor, where new Orange Line service is scheduled to begin on Monday, May 4.

Starting with the first subway tunnel (under the Boston Common) in 1897, Boston's public transportation system has grown to encompass 78 cities and towns, with a combined population of nearly three million. More than 600,000 passenger trips are provided each day.

From the beginning, it has been our philosophy that a transportation system should move people reliably and efficiently, and that remains our primary mission. But mass transit, economic expansion, urban development and neighborhood revitalization are inseparable.

Over the course of the next decade, our projections indicate that Boston's central business district will experience an exponential increase in both commercial development and employment. By the year two thousand, the downtown area will include an additional 17 million square feet of commercial space and 150,000 new workers.

All of these people will need a way to travel. Most will rely on the MBTA.

Viewed in conjunction with the \$5 billion of public works projects slated to begin soon, such as the construction of a third harbor tunnel and the depression of the central artery, the MBTA system will soon be tested as never before.

That is why the Authority has developed a comprehensive program to expand service, modernize facilities and equipment, increase special needs accessibility, improve reliability, promote safety, and enhance the comfort of the mass transit environment.

By implementing a broad array of initiatives, the "T," as it is commonly known, is well-positioned to meet this anticipated influx in ridership through an integrated network of bus, rapid transit, streetcar, commuter rail, specialized paratransit van, trackless trolley, and commuter boat service.

During 1986 the MBTA provided a total of 45 million miles of service on buses, rapid transit and streetcars, representing the fifth year in a row of increased service within the budget limits set for the Authority. Ridership also continued to rise in 1986.

Based on the strength of Governor Michael S. Dukakis's commitment to mass transportation, solid support by the state legislature, the MBTA Board of Directors, the MBTA Advisory Board, and the enthusiasm, pride, and professionalism of our employees, the MBTA looks forward to playing an increasingly important role in the life of our region.

Frederick P. Salvucci, Secretary of Transportation
and Construction

James F. O'Leary, General Manager

The Southwest Corridor

By any set of standards, it was an ambitious undertaking.

The largest single construction effort in the history of the Commonwealth, the Southwest Corridor is a comprehensive, \$743 million transportation improvement project that will link downtown Boston with outlying communities.

Funded by one of the largest federal grants ever awarded to a transit project, the Southwest Corridor initiative set the direction for changes in urban planning and transportation that have taken place in major population centers throughout the United States during the past decade.

The Southwest Corridor relocates the Orange Line from the present Washington Street elevated structure to a 4.7-mile depressed railroad bed stretching from downtown Boston to Jamaica Plain. In between it crosses the diverse

neighborhoods of Chinatown, Back Bay, the South End, and Roxbury. The new line will serve one-fourth of Boston's population.

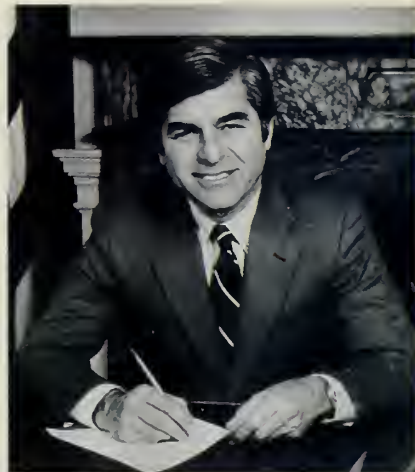
Three of the nine new stations will serve Commuter Rail passengers; two of those stations will also be served by Amtrak intercity service. All nine stations will be fully accessible for special needs passengers.

This massive transit project has been a cooperative venture of the federal government, the Commonwealth of Massachusetts, the MBTA, the city of Boston, community organizations and residents and business people. Between 1973 and 1986, the MBTA sponsored over 1,000 community meetings to discuss planning, design, construction and traffic concerns.

During its seven year construction period, the Southwest Corridor transit project has generated more than 18,000 jobs with substantial minority participation. Of the \$450 million expended on contracts, \$72 million, or 16 percent, went to minority owned or women owned business enterprises. We anticipate that 12,000 permanent jobs will result from development along the Corridor.

When fully operational, the new Orange Line will initially serve 46,000 riders daily, with an increase to 57,000 within a few years. An additional 20,000 are expected to use MBTA Commuter Rail and Amtrak intercity service.

Varied constituent groups working together with a common goal have created a modern, accessible transportation system that provides high quality service to the neighborhoods, stimulates economic development, and serves as a lasting source of pride for everyone.



A marvelous new success story is about to happen. The opening of Orange Line service through the Southwest Corridor on May 4 is one of those rare moments in time that reward an entire generation of labor.

It is almost impossible to capture in a few words what it took to get us here. Thousands of people working millions of hours, planning and building a modern transit system that will serve the southern neighborhoods of Boston and help us to meet the transportation needs of this growing region.

So many people deserve credit for the Southwest Corridor Project. Those who stood up in the late 1960s and said no to another highway. Office holders in Washington and here in Massachusetts who fought for the necessary funding. Community residents who spent thousands of hours helping government plan the project. And, of course, the skilled men and women who built the line.

Leadership and opportunity. These are two of the driving forces behind the Southwest Corridor. Leadership at all levels to advance this monumental project; opportunity for all people to participate in and enjoy its benefits.

This same public/private partnership is now hard at work to bring new jobs, affordable housing and prosperity to the neighborhoods along the Corridor. This is a continuing story, and a story I am proud to be associated with.

Michael S. Dukakis
Governor





Forest Hills



Green Street



Stony Brook



Jackson Square



Roxbury Cr

A Model of Sophisticated Urban Planning

In 1966, bulldozers began clearing land for a new expressway that would connect interstate I-95 with the center of Boston as part of an overall metropolitan highway network.

Several years of strong public protest followed. Debate centered on the extent of land clearance and the loss of homes, dislocations, and the adverse economic effects the expressway would impose on the city's neighborhoods. In 1970, Governor Francis Sargent declared a moratorium on further highway construction within the Route 128 perimeter.

With the Expressway project on hold, a study was established in 1972 by Governor Sargent to formulate an alternate transportation program. This study was conducted under the auspices of the Boston Transportation Planning Review.

The following year, the Governor appointed a Southwest Corridor Coordinator who would bring the public agencies together with citizens groups to plan for transportation and development needs of the Corridor.

The I-95 roadway in the Southwest Corridor was officially removed from the Federal Interstate Highway System in June, 1975 by Governor Dukakis. The project's construction funds were transferred, under provisions of the 1973 Federal Highway Act, to transit and community development.

This decision signalled the end of a prolonged and often bitter debate, and marked the first time in the United States that a major expressway had been scrapped and funding converted to mass transportation.

Working in close partnership, a coalition of citizens and public officials went to work on what is today the Southwest Corridor. An Environmental Impact Statement (EIS) was prepared outlining the physical features of the new system, incorporating public concerns, and reflecting neighborhood desires and needs.

The final EIS, published in March of 1978, laid the groundwork for the Southwest Corridor's final design. It had been a landmark struggle with remarkable results.



Project Highlights

Half the size of Franklin Park, and seven years in the making, the Southwest Corridor is a significant investment in Boston's future.

The new Orange Line will generate unprecedented physical, social, and economic revitalization for the neighborhoods it serves, and, ultimately, for Boston's entire southwest sector.

(The new line replaces the antiquated Washington Street elevated structure, dating from 1901, which is scheduled for demolition beginning later this year. Frequent bus service along Route 49 will serve the Washington Street corridor until a final decision is made on permanent replacement service. The MBTA is committed to providing high quality service for areas previously served by the elevated line.)



Ruggles Street



Massachusetts Avenue



Back Bay/South End



New England Medical Center



The project involves the construction of nine new rapid transit stations, track, power, signal systems, new streets and bridges. Each of the new stations will feature works of art.

A 52-acre linear park—the first major addition to the Metro park system since the Charles River Esplanade was developed half a century ago—serves as a greenbelt cushion along the Southwest Corridor. The park links Franklin Park and Arnold Arboretum at its southern end to the Back Bay Fens by its Ruggles Street connection. People can enjoy bicycle paths, basketball and tennis courts, community gardens and stages, and landscaped walkways.

Along the edges of the park, city streets have been realigned and reconstructed. A network of new bridges and cross streets will enhance traffic flow throughout the Corridor. The major reworking of Tremont Street and Columbus Avenue between Melnea Cass

Boulevard and Jackson Square offers improved access through the Stonybrook area between Parker Hill and the Fenway.

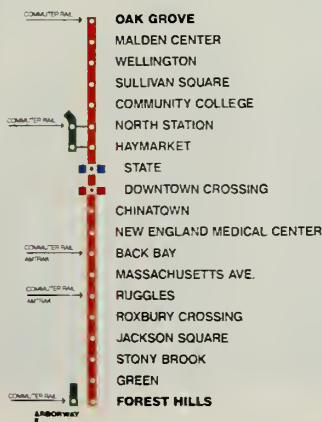
Adjacent parcels of land, left vacant after the construction of I-95 was halted in 1972, are being developed with community participation for housing, office, commercial, and light industrial use.

The Orange Line Stations

The Orange Line has a brand new look.

The line's nine new stations—New England Medical Center, Back Bay/South End, Massachusetts Avenue, Ruggles Crossing, Jackson Square, Stony Brook, Green Street, and Forest Hills—are designed to be more than just transit stops.

Each has been conceived as a bold symbol of its respective neighborhood and a place of public gathering.

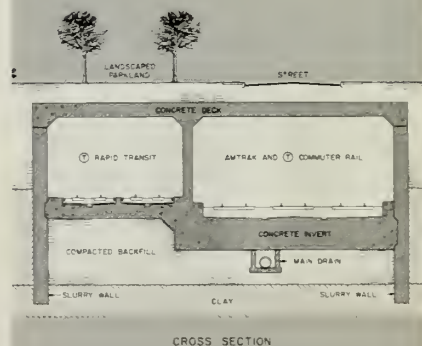


SLURRY WALL CONSTRUCTION

Pioneered in this region by the MBTA, the "slurry wall" technique was used to construct the walls of the depressed trackway in the densely-populated South End/St. Botolph area. Trenches were excavated below the proposed track grade and filled with bentonite slurry, a mudlike substance. Reinforcing steel was lowered into the slurry-filled trenches, and concrete was then pumped in, displacing the slurry.

The result was reinforced concrete walls with earth on both sides. Excavation then took place between these walls, which serve as a permanent barrier for the trackway structure, and also as a support for the surrounding buildings and ground excavation during construction.

The "slurry wall" technique was used extensively by the MBTA in the construction of the Red Line Northwest Extension, and is being proposed as an important technique in the construction of the tunnels for the depressed Central Artery.



Community Participation: The Forest Hills Story

Neighborhood committees composed of residents and business people from the South End, Roxbury, Jamaica Plain, Roslindale, West Roxbury, and Hyde Park have been extremely influential in the planning, design and construction of each station.

Meeting on a regular basis since 1973, these committees have helped shape the contours of the Corridor project.

Forest Hills, the terminus of the relocated Orange Line, provides an excellent case in point.

Located in a busy neighborhood commercial center, almost completely ringed by private residences, Forest Hills Station includes retail space and parking for local shoppers as well as a 276-car parking area for transit patrons.

Between 1977 and 1983, the MBTA held many community meetings to review the progress of the station's design. As part of the Forest Hills Area Task Force, residents discussed the ideas presented by the station's architects.

Many residents expressed concern over the possible negative impact of the proposed 500-car garage. It was their contention that the garage would benefit commuters from outside Forest Hills rather than area residents. Responding to this as well as to the potential cost savings, the MBTA redesigned the station with community consensus.

At a Task Force meeting in March of 1983, the residents enthusiastically approved the new design.



Designed to be a classic and elegant structure, the new Forest Hills Station has a distinct Victorian flavor. The structure features a canopy composed of metal clad hip roofs and skylights and a large clock tower that evokes a traditional New England Church Spire. The scale of the station roof has been designed to complement the roof scape of nearby residences.



Reflections of a Neighborhood: The Ruggles Street Station Story

Stately arched entranceways command attention at the intersection of Tremont and Ruggles Streets. Ruggles Street Station serves residents of Lower Roxbury, the Fenway, Mission Hill, visitors to the Whittier Street Health Center, the United Neighbors of Lower Roxbury Community Center, Northeastern University, the Museum of Fine Arts, the Greek Orthodox Cathedral, Wentworth Institute, and other educational and cultural institutions in the area.

Designed to serve as a link between communities, Ruggles is also expected to be a catalyst for new development. Parcel 18, adjacent to the station and the largest and most prominent development acreage in the Southwest Corridor, represents a major opportunity for area revitalization and growth.

The third largest station in the Southwest Corridor, Ruggles Street is a tubular-shaped, framed structure whose primary element is a lengthy pedestrian concourse which contains commercial space and four circulation "pods" containing stairs, escalators, and elevators that connect to the rapid transit platforms, commuter rail platform, and bus loading berths.



The importance of development on this site led to the formation of the Parcel 18 Task Force, an organization composed of the MBTA, local development corporations and planning councils, Northeastern University, public housing tenants and neighborhood businesses.

The Ruggles Street Station will be directly linked to Parcel 18 by a weather-protected pedestrian concourse at street level. When fully developed, Parcel 18 will offer nearly 800,000 square feet of space for retail, commercial, and restaurant development.

Ruggles replaces Dudley Street station as a major transfer point for bus and Orange Line passengers. The new station also offers MBTA Commuter Rail and Amtrak connections.

An Engineering Challenge: The Back Bay Station Story

Back Bay/South End Station is a gateway to commuters from Boston neighborhoods and the suburbs as well as to visitors from Providence, Hartford, New York City and beyond. From the station, passengers will be able to board Orange Line, Commuter Rail and Amtrak service.

The station's construction presented many challenges. There were utility lines to relocate. Railroad service could not be disrupted. Traffic flow was essential. And historic preservation interests had to be protected.

Nowhere was engineering acumen more tested than under busy streets in the station area where the gravel land fill over tidal mud flats presented an especially difficult challenge for foundation design.

To construct the depressed railway bed well below the water table and protect adjacent buildings, some only a few feet away from the edge of the corridor, several critical steps had to be taken. Workers burrowed under the nearby buildings to install steel and concrete supports. Because of the limited space for construction, a special "slurry wall" technique was used.

An extensive geotechnical monitoring system provided data on groundwater levels, soil movement, and construction related vibration.



Designed to capture the grandeur, spaciousness, and radiance of the great railway stations of the past, Back Bay Station features a laminated wood arch-shaped concourse, glass block clerestory windows, and a weather protected underpass between the transit station lobby and Copley Place. The Dartmouth Street facade features a covered arcade which provides continuity with the John Hancock Garage. The Clarendon Street entrance has a waiting area for taxis and private transportation.



ACCESSIBLE SERVICES

All nine of the new Southwest Corridor stations are equipped with elevators, making them fully accessible to special needs and elderly riders. By 1990, once station modernization programs are concluded at State, Washington and Essex stations, 13 out of 19 stations will be accessible on the Orange Line. Modernization projects at 7 Red Line stations will result in a total of 17 out of 23 Red Line stations accessible by 1988. This means that more than half of all rapid transit stations will be accessible, furthering the MBTA's commitment to expanding access to our service.

In January, 1986, the MBTA instituted a Call-A-Lift Bus Program through which passengers can call 1-800-LIFT BUS, by 1:00 PM on the business day prior to their travel date, to schedule a lift-equipped bus on any one of some 140 "T" routes. Nearly half of the Authority's bus fleet is lift-equipped, including 190 new buses.

Also, under the MBTA's Reduced Fare Program, a passenger with special needs is able to purchase a Special Needs Reduced Fare Pass which permits travel on most MBTA bus routes and trains for 10 cents and on other routes for half fare. Information regarding this program can be obtained by calling the Pass Program Office at 722-5218 (TDD/TTY 722-5146).

In addition, the MBTA's THE RIDE program for passengers with special needs provides door-to-door paratransit service. Passengers using THE RIDE can travel within Boston and 23 other communities at a cost of 75 cents per trip. Forty-three new specialized paratransit vans have been recently purchased for THE RIDE in order to help the Authority expand this service. To request an application for THE RIDE program, or to obtain information regarding MBTA special needs services, please call the Office for Special Needs at 722-5123 (TDD/TTY 722-5415).

The MBTA of Today

The impetus is clear.

A combination of factors—the fuel shortages of the early 1970s, rising energy costs, urban congestion, and increased public awareness and concern with environmental issues—have contributed to the growing importance of public transportation.

In order to meet these increased demands and prepare for the future, the MBTA has undertaken a \$3 billion capital improvement program with the assistance of the Commonwealth of Massachusetts and the U.S. Department of Transportation.

Since 1965, this improvement program has been realized in projects such as the extension of Orange Line service from downtown Boston to Malden, extension of Red Line service from downtown Boston to Braintree and North Cambridge, modernization of older downtown Boston and Cambridge stations, purchase of new trains and buses, and construction of new maintenance facilities.



Red Line Northwest

Completion in 1985 of this \$572 million project has brought rapid transit service to densely populated North Cambridge and Somerville. The project involved the construction of 3.2 miles of tunnel and four new fully accessible stations at Harvard, Porter Square, Davis Square, and Alewife.

The project features a pioneering arts program through which works were commissioned for permanent display at each station. Also included was the creation of a linear park from Davis Square to Alewife with pedestrian and bicycle pathways.

Equipment

New trains and buses are beginning to be seen on the MBTA system. More new equipment will become visible in the months to come. Included are 58 new Red Line cars, 100 new Green Line cars, 104 new Commuter Rail coaches, 380 new advanced design buses (half of them lift equipped) and 43 new paratransit RIDE vehicles.



By the end of 1988, over 1,200 new or renovated vehicles will be in service, representing more than 70 percent of the current number of buses, rail coaches, and subway cars currently in service. The Authority's total investment in new equipment is nearly \$350 million.

Station Modernization

Work is progressing well on the rehabilitation of ten older Red and Orange Line stations, a vital link in the Authority's plan to reduce rush hour congestion. This \$80 million project is making major changes at Central, Kendall, Park, Washington (Red and Orange Line), South, Broadway, Andrew, Essex and State Street stations. Upgraded security, improved special needs access, interior improvements, and longer platforms to accommodate six-car trains are the major dividends of station modernization.

Red and Green Line Trackwork

Long-term track reconstruction projects are nearing completion on the oldest and most heavily traveled routes within the MBTA subway system.

In 1985, trackwork began on the Green Line between Boylston Street and North Station and on the Red Line between Harvard and Charles Street. The track overhaul required removal and replacement of track, trackbed, ties, switches and related equipment.

New phases of the track reconstruction program are about to begin. On the Green Line, work began in April between Boylston Station and the Riverside, Beacon Street and Commonwealth Avenue portals. On the Red Line, work will begin in late spring from Charles to Andrew stations.

Construction hours will again be limited to late evenings and selected weekends in order to keep passenger inconvenience to a minimum. When completed in 1989, a total of 9.25 miles of track will be new, providing riders with safer, more reliable service and a smoother more comfortable ride. The total investment in Red and Green Line track reconstruction is \$55 million.



Commuter Rail

Over \$300 million has been invested in modernizing and improving the Commuter Rail system in the last five years in order to better serve the steady increase in ridership. Included are station construction at Salem, Swampscott, Chelsea, Attleboro and Franklin; track and signal improvements, bridge reconstruction and parking expansion. Plans are also progressing on a new station and parking garage in Lynn.

In 1984-85, the MBTA was able to turn adversity into advantage when major bridge fires at North Station and Beverly/Salem caused service disruptions. In both cases the Authority reconstructed the trestles in record time and took advantage of the downtime by accelerating all previously planned improvements.



Looking Ahead

South Station Transportation Center

Construction of a \$150 million, intermodal transportation facility is underway at South Station. When completed, the South Station Transportation Center will include high level accessible platforms; a rail passenger concourse and train room serving Amtrak and MBTA commuter rail lines; an express and intercity bus terminal; an airport bus link; improved direct access to the new Red Line rapid transit station; and substantial public parking. The center will be able to accommodate future development by utilizing the air rights above the bus terminal and parking garage.

Old Colony

One of the Authority's highest priorities is the restoration of service along the Old Colony Line, a three-branch system which ended operations in 1959. The line stretches south to Plymouth, Middleboro and Greenbush. Reactivation of these lines will provide for economic growth along the South Shore by providing public transportation to areas now underserved, supplementing the capacity of the Red Line, and providing another alternative to driving on the Southeast Expressway. An environmental study process is currently in progress.



T RAPID TRANSIT LINES

T COMMUTER RAIL



COMMUTER RAIL
 Three of the nine new Southwest Corridor Project stations will double as MBTA Commuter Rail stops for passengers using the Stoughton, Attleboro, Franklin and Needham branch lines. Trains will make stops at Forest Hills, Ruggles Street and Back Bay/South End stations before terminating at South Station. Connections to Amtrak service will be available at Back Bay and Ruggles stations. Commuter Rail and Amtrak service through the Corridor will begin later this summer.

Reconstruction of the 8.25 mile Needham branch in late 1985. The Needham service operated for more than 40 years before the construction of the Southwest Corridor required suspension of service in 1979.

The \$18 million restoration of eight stations—Roslindale Square, Bellevue, Highland, West Roxbury, Henry Hersey, Needham Junction, Needham Center, and Needham Heights—includes complete track replacement along the line, the construction of new, longer platforms, wheelchair access, resurfacing of parking lots, new lighting, landscaping and other improvements.



Information

Except as noted, telephones are answered
from 8:30 a.m.-5 p.m. weekdays.

Travel Information Line 722-3200
1-800-392-6100
TTY 722-5146

(6:30 a.m.-11 p.m. weekdays,
9 a.m.-6 p.m. weekends)

Passes 722-5218

North Station/

T Commuter Rail 227-5070
(7 a.m.-11 p.m.) 1-800-392-6099

South Station/

T Commuter Rail 482-4400
(6 a.m.-10 p.m.) 1-800-882-1220

MBTA Police Emergency 722-5151
(24 hours)

Special Needs/THE RIDE 722-5123
TTY 722-5415

Lift Bus Request 1-800-LIFT-BUS
Senior Citizens and Special Needs

Reduced Fare Passes 722-5438
Recorded Service Conditions . 722-5050
(24 hours)

Customer Relations 722-5215

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